

**AMENDMENTS TO THE CLAIMS**

The following listing of claims will replace all prior versions and listings of claims in the application.

**LISTING OF CLAIMS**

1. (cancelled)
2. (currently amended) [[The method of claim 1 wherein the first fueling scheme]] A method of controlling fuel delivery in an engine after adding an unknown fuel to a fuel tank, comprising:  
controlling a fuel rate of a first set of engine cylinders according to a first fueling scheme that assumes a first fuel type was added to the tank [[and]]; and  
controlling a fuel rate of a second set of engine cylinders according to a second fueling scheme that [[the second fueling scheme]] assumes a second fuel type was added to the tank.
3. (original) The method of claim 2 wherein the first fuel type is E85 fuel and the second fuel type is E0 fuel.

4-6. (cancelled)

7. (currently amended) [[The method of claim 6 wherein calculating the fueling map includes]] A method of controlling fuel delivery in an engine after adding an unknown fuel to a fuel tank, comprising:

controlling a fuel rate of a first set of engine cylinders according to a first fueling scheme based on a fueling map calculated at a controller; and  
controlling a fuel rate of a second set of engine cylinders according to a second fueling scheme based on said fueling map calculated at said controller,  
wherein said [[calculating the]] fueling map is calculated according to at least one of a previous fuel alcohol percentage, a previous fuel volume, and a new fuel volume.

8-9. (cancelled)

10. (currently amended) [[The method of claim 9 wherein the first fueling scheme assumes]] A method of controlling fuel delivery in an engine after adding an unknown fuel to a fuel tank comprising:

controlling a fuel rate of a first set of engine cylinders according to a first fueling scheme which assumes the unknown fuel is of a first fuel type ;

controlling a fuel rate of a second set of engine cylinders according to a second fueling scheme which assumes the unknown fuel is of [[was added to the tank and the second fueling scheme assumes]] a second type [[was added to the tank]];

determining if exhaust from the first set and exhaust from the second set has an oxygen level of at least one of a lean condition and a rich condition;

adjusting the fuel rate of at least one of the first and second sets to correct the oxygen level.

11. (original) The method of claim 10 wherein the first fuel type is E85 fuel and the second fuel type is E0 fuel.

12. (currently amended) The method of claim 11 wherein adjusting the fuel rate includes decreasing the fuel rate of the first set if the [[abnormal]] oxygen level indicates a rich condition.

13. (currently amended) The method of claim 12 wherein adjusting the fuel rate includes increasing the fuel rate of the second set if the [[abnormal]] oxygen level indicates a lean condition.

14. (original) The method of claim 13 wherein adjusting the fuel rate includes adjusting the fuel rate until the fuel rate of the first set is within a threshold of the fuel rate of the second set.

15. (cancelled)

16. (currently amended) [[The method of claim 15 wherein the]] A  
method of controlling fuel delivery in an engine after adding an unknown fuel to a fuel  
tank comprising:

controlling a fuel rate of a first set of engine cylinders according to a  
first fueling scheme that assumes a first fuel type was added to the tank;

[[and the]] controlling a fuel rate of a second set of engine cylinders  
according to a second fueling scheme that assumes a second fuel type was added to  
the tank;

determining if exhaust from the first set has an abnormal oxygen  
level at a first oxygen sensor;

determining if exhaust from the second set has an abnormal  
oxygen level at a second oxygen sensor;

adjusting the fuel rate of at least one of the first and second sets to  
correct the abnormal oxygen level.

17. (original) The method of claim 16 wherein the first fuel type is E85  
fuel and the second fuel type is E0 fuel.